

ARTICLE 302 EAST SECTOR POLICIES

EAST SECTOR LOCATION AND EXTENT

The East Sector is generally bounded by Mt. Elliott on the west, McNichols, Conner, and the Ford Freeway on the north; Philip and Alter on the east; and the Detroit River on the south. As of 1980, the area was home to 158,315 people. There were 53,296 households.

The East Sector includes nine subsectors: Airport, Kettering, St. Jean, Chandler Park, Butzel, Indian Village, Foch, Jefferson-Mack, and East Riverside Subsectors.

EAST SECTOR PLANNING ISSUES AND FUTURE POTENTIALS

By all statistical measures: population, household income, housing occupancy, employment, the East Sector has experienced serious decline. The outward appearance of neighborhoods within this Sector vary enormously from the well-kept residences of historic Indian Village, West Village and Berry Subdivision to numerous vacant or abandoned areas, both residential and commercial, scattered throughout the Sector.

The massive new industrial development known as the Jefferson/Conner Industrial Revitalization Project generally located between Mack, Freud, St. Jean, and Conner is the major new development of the area and should have a significant impact on the economic base of the City and especially on the economic well-being of this Sector. The possible expansion of City Airport would also have a major effect on the economic and physical development of the East Sector. In effect, the City Airport and the industrial development help to form a major industrial corridor which bisects the East Sector. This industrial corridor connects with the major proposed and existing residential, commercial, and recreational developments along the east riverfront to form an inverted T of defined areas of activity.

Planning objectives are to continue with the orderly development of the Jefferson/Conner Industrial Revitalization Project, to develop and implement the Master Plan for City Airport, and generally to alleviate the problems of housing deterioration and abandonment, and upgrade the neighborhoods and shopping areas of the East Sector.

Careful planning on the part of the City, the East Sector residents and community groups and the private sector employers will be required to help redevelop the area's neighborhoods and to restore sound shopping

❑ **POLICY 302-1: *East Sector General Policies.***

- Vigorously promote efforts to bring about close cooperation between City agencies and business and community groups as an essential resource in the revitalization of declining neighborhoods and preservation of those which are still intact.
- Land Use - Upgrade the physical appearance of the East Grand Boulevard streetscape, providing a park-drive treatment north from the Belle Isle Bridge.
- Develop comprehensive street graphics treatment on E. Jefferson, including consideration of mechanisms to remove rooftop signs.

❑ **POLICY 302-2: *East Sector - Residential Development.***

- Implement various programs to deal with blight and vacant lots, including removal of unsafe structures and residential relocation utilizing the City's inventory of vacant, tax-foreclosed houses.
- Encourage and assist housing repair, conservation, and rehabilitation by assuring the availability of financial support such as home and business improvement loans at reasonable prices.
- Remove unsafe and blighted structures, assemble land for development, preserve and rebuild neighborhoods and, when necessary, relocate families into other neighborhoods with better social and physical conditions.
- Implement the Law Department's program to locate and assess the owners of unkempt and dangerous buildings and abandoned lots for the cost of demolition, cleaning, or maintaining that real estate.

❑ **POLICY 302-3: *East Sector - Commercial Development.***

- Develop the Jefferson-Chalmers commercial area.
- Encourage facade improvements along Gratiot, Van Dyke, Jefferson, and Harper.

- Improve both the appearance and the function of commercial areas.
- On currently owned Airport land and on land that may be acquired, increase the capacity of Detroit City Airport to accommodate and enhance an economic revitalization of the East Sector of the City.
- Seek additional air carrier(s) for basing at Detroit City Airport.
- Develop a strong marketing program for the City Airport and related development.
- Recycle surplus commercial buildings.

□ **POLICY 302-4: *East Sector - Industrial Development.***

- Promote the East Sector as a prime location for both the traditional industries which have been in this area and new growth industries.
- Provide an adequate inventory of sites of varying sizes for industrial development.
- Make a special effort to improve job opportunities and related support services for female heads of households.
- Promote programs to train new workers and retrain the labor force.
- Assemble parcels for industrial parks in existing industrial areas.
- Demolish isolated vacant plants with no economic potential.
- Recycle surplus industrial buildings.
- Develop an industrial park near Detroit City Airport to accommodate airport-related businesses and industries.

□ **POLICY 302-5: *East Sector - Transportation System.***

- Improve public transit in both the Gratiot and Jefferson corridors.

- Consider bicycles as an alternate means of transportation.

❑ **POLICY 302-6: *East Sector - Recreation System.***

Acquire and develop new recreation land, particularly on the riverfront, in renewal areas, and in under-served areas.

AIRPORT SUBSECTOR BOUNDARIES AND FEATURES

The Airport Subsector is bounded by McNichols, Conner, Edsel Ford Freeway, and the eastern boundary of Hamtramck. Detroit City Airport is located within this subsector, less than five miles northeast of Detroit's Central Business District. Today, the Airport provides air carrier services and is a corporate aviation facility with air cargo services. In this role, Detroit City Airport is a major asset to residents and businesses of all sizes in the Detroit area.

SUMMARY OF PLANNING ISSUES, AIRPORT SUBSECTOR

About 85 percent of the housing units in the Airport Subsector were built between 1915 and 1934. The mean value of Airport's single-family house is considerably lower than the City-wide average. Vacant housing rates among the residential areas in the subsector are higher than the City-wide rate.

Detroit City Airport has recently expanded its commercial flight activity. A three-year Airport Master Plan process was recently completed (Summer 1992) which recommends a substantial new expansion of City Airport.

❑ **POLICY 302-7: *Airport Subsector Policies.***

- The portion of the Airport Subsector located east of Van Dyke is to be redeveloped as the expanded Detroit City Airport with Airport-related uses east of Gratiot and south of a line roughly half-way between Lynch Road and the Edsel Ford Freeway.
- For the area west of Van Dyke to Mt. Elliott residential land uses should be redeveloped as a mixture of General Industrial, Light Industrial and General Commercial land uses.
- Housing west of Mt. Elliott should be buffered from heavy industrial uses by Light Industry or General Commercial uses.

BUTZEL SUBSECTOR BOUNDARIES AND FEATURES

The Butzel Subsector is bounded by Mack, Van Dyke, East Jefferson, and Mt. Elliott. The subsector includes a range of housing types, commercial and retail uses along Mack, Kercheval, and East Jefferson, and industry in the Mt. Elliott industrial corridor. Institutional development includes the Butzel Family Center, the Health Department's Child and Family Center on Kercheval, the Detroit Riverview Hospital, and the nursing home and adult foster care home district along East Grand Boulevard. A portion (about half) of the West Village neighborhood is within the subsector's boundaries. The Butzel Subsector is adjacent to the east riverfront and within sight of Belle Isle.

SUMMARY OF PLANNING ISSUES, BUTZEL SUBSECTOR

Industrial development in the Mt. Elliott corridor is some of the oldest in Detroit. The majority of the housing in the Butzel Subsector also dates from the early 1900's and has been passed on to low-income families. It is very typical for housing of this age to require a substantial amount of maintenance.

Loss of population at the scale experienced in the Butzel Subsector has tended to reduce the ability of the area to support local shopping, schools, and other services.

Nearly 50 percent of the housing units in the Butzel area are in small, multi-family structures; the remaining housing units are evenly divided between single-family and large apartment buildings. Only about 40 percent of the housing units are owner-occupied, which presents a problem for housing rehabilitation programs.

There is considerable variation in the condition of housing. Housing located west of the Mt. Elliott industrial corridor (near Mt. Elliott) is in generally poor condition.

Housing along the eastern edge of the corridor is also in poor condition. There is some mixture of housing and industry along this edge. Housing conditions improve as the distance from the industrial corridor increases. The large residential structures lining East Grand Boulevard from Jefferson to Mack are in generally good condition. This street includes large single-family homes, apartment buildings, and compatible commercial uses such as clinics and funeral homes. Many of the large homes have been converted to commercial/institutional uses such as nursing homes and adult foster care facilities.

Housing in the area between Grand Boulevard and Van Dyke is in generally fair to poor condition; the loss of housing to abandonment and then demolition has damaged this area, especially near Mack, Jefferson Avenue, and along Van Dyke.

BUTZEL SUBSECTOR GOALS

The Butzel Subsector is in a unique location as it contains the gateway to Belle Isle and is across Jefferson from major development sites on the near east riverfront. The Subsector's location should be taken full advantage of with new residential/commercial development taking place on the sparsely occupied parcels near Jefferson west of E. Grand Blvd. extending redevelopment northward from the riverfront. The more intact housing, benefiting from the new development, should be reinforced through rehabilitation and rebuilding programs and adequately buffered from the Mt. Elliott industrial corridor.

❑ POLICY 302-8: *Butzel Subsector Policies.*

- In the area generally bounded by Jefferson, Lafayette, Mt. Elliott, and the alley west of East Grand Boulevard, encourage major redirection to high-intensity commercial and residential. Assemble land into larger parcels for this purpose.
- Encourage major change in the area west of the Boulevard frontage.
- In the area west of Concord, north of Kercheval, continue housing uses with major rehabilitation and rebuilding.
- Between Kercheval and Lafayette, redevelop as moderate density residential.
- (To the east of East Grand Boulevard, less dramatic changes in land use are foreseen.)

CHANDLER PARK SUBSECTOR BOUNDARIES AND FEATURES

The Chandler Park Subsector is bounded by the Edsel Ford Freeway on the north, Alter on the east, Mack on the south, and Conner on the west. The 1980 population of the Chandler Park Subsector was 17,917.

SUMMARY OF PLANNING ISSUES, CHANDLER PARK SUBSECTOR

Housing quality varies considerably. The best housing in the subsector is along Chandler Park Drive and Dickerson. Conditions in the remainder of the residential area north of Warren and east of Dickerson are not as good. The majority of residential structures are single-family detached and two-family flats primarily of brick construction. While there are a number of four-flats and small multiples scattered throughout this portion of the subsector, the largest cluster of apartments is on Lakewood just north of Warren.

South of Warren near Alter, the housing condition is fair. However, toward Conner, conditions decline to fair to poor, and in some cases the residential development on some blocks is in poor condition.

At the intersection of Warren and Conner is located the Parkside Homes public housing project. This project is a combination of rowhouses and apartments in fair condition. The buildings are of brick construction and structurally sound. However, maintenance problems have led to a decline in the appearance of the structures, mechanical problems in the project (primarily heating problems), and poor general upkeep of the project grounds. Many units are vacant, and this has led to entire buildings being vacant and boarded. The Housing Department is currently in the process at implementing a Master Plan to revitalize Parkside Homes.

CHANDLER PARK SUBSECTOR GOALS

The City will have a major influence on the future of this subsector. Chandler Park, the revitalized Parkside Homes, new capital improvement projects and rehabilitation efforts should be used to stabilize the remaining residential areas and make them attractive to persons of modest incomes who may want to live near the numerous employment centers nearby.

❑ POLICY 302-9: *Chandler Park Subsector Policies.*

- Acquire any land needed for City capital improvement projects south of Warren, rehabilitate existing housing, and promote a market for new housing.
- Revitalize Parkside Homes, in accordance with the Housing Department's Master Plan for Parkside, including upgrading of mechanical and electrical systems.

- Renovate Parkside Recreation Center, make it accessible to the handicapped, and cover the outdoor pool for year-round use.
- Along the East Warren business frontage, institute a commercial stabilization project and encourage compatible development, including residential, on vacant parcels.
- Institute a commercial stabilization project on the Mack frontage, and encourage rehabilitation of the residential units on the upper floors.

EAST RIVERSIDE SUBSECTOR BOUNDARIES AND FEATURES

The East Riverside Subsector is bounded by the Detroit River on the south, Marquette on the west, Jefferson Avenue on the north, and the City limits (just east of Alter Road) on the east. It is approximately 1,500 acres in size, of which about 360 acres is devoted to industrial and commercial uses, while the remainder is residential.

SUMMARY OF PLANNING ISSUES, EAST RIVERSIDE SUBSECTOR

As is the case throughout the East Sector, housing in the East Riverside Subsector is old. The mean appraised value for single-family homes in the Subsector is somewhat lower than the City-wide average. The vacancy rate in the East Riverside Subsector is higher than that for the City. The vacancy rate of multiples, buildings with five or more housing units, is nearly double the City-wide rate.

The residential area immediately east of Waterworks Park contains some relatively stable blocks with more instances of vacant land and adverse housing conditions further to the east. The area has a potential for redevelopment because of its proximity to the Detroit River and to new and proposed marina and marina-oriented housing development to the south and east.

The City has undertaken the Jefferson-Conner Industrial Revitalization Project to allow for the redevelopment and consolidation of the Chrysler Jefferson Assembly Plant north of Jefferson with a supplier industrial park south of Jefferson to Freud between Conner/Clairpointe and St. Jean.

The area to the south of Freud and immediately west of the Conner Creek plant is proposed for high density residential. The waterfront portion of this area is proposed to be an expansion of the City's existing recreational activities.

The success of Victoria Park subdivision and the building of new single-family homes has created substantial development interest, particularly for new low-density housing in the area east of Conner-Clairpointe.

EAST RIVERSIDE SUBSECTOR GOAL

The East Riverside Subsector should benefit greatly from its location on the riverfront and as the site of a portion of the Chrysler expansion and Jefferson-Chalmers projects. This subsector is envisioned as having a series of parks, marinas, and water-oriented development at the River's edge and a strengthened industrial corridor capitalizing on the Chrysler expansion with traffic serviced by a ring road. There will be a compatible mix of new and existing housing in the remaining areas of the subsector, and the Jefferson-Chalmers plan will be realized with housing of various types and densities and an institutional campus adjacent to a convenience shopping center on Jefferson.

In the area immediately east of Water Works Park, the goal is to combine redevelopment in the less dense portion of the neighborhood with conservation and code enforcement, removal of dilapidated structures and development of new infill housing on the more intact blocks.

□ POLICY 302-10: *East Riverside Subsector Policies*

A. Riverside Residential and Chrysler Area

(Area bounded by Marquette, E. Jefferson, Conner/Clairpointe, and the Detroit River harborline.)

This area includes the Riverside neighborhood, the Sindbad's and Kean's marinas, the Chrysler industrial area, and the Detroit Edison-Conner Creek area.

- Promote the development of this area as a River-oriented community.
- Retain and expand marina functions and promote new high- and medium-rise apartment developments related to the boating areas.
- Insure adequate provision of school, shopping, and recreation facilities and services for the population of this area.

- Retain and further develop public access areas at the foot of Marquette, Fairview, and St. Jean for passive, River-related activities including fishing, viewing, picnicking, and boat launching.
- Expand the quantity of boat wells and marinas, and explore the possibilities for expansion through construction beyond the harborline, movement of the harborline, and extension of canals.
- Protect against flooding and shoreline erosion by the construction and maintenance of seawalls, building above the floodline and regrading land levels, where needed, particularly near the Harding Canal.
- Provide adequate thoroughfares utilizing St. Jean, Freud, and Conner/Clairpointe as secondaries, and Marquette and Fairview as collectors, all with Park Drive treatment.
- Encourage revitalization and redevelopment of the residential area east of Waterworks Park using a mixture of rehabilitation and new construction where appropriate.
- As redevelopment catalysts for this area, utilize both the canal and new marina-oriented residential development along the River.
- Provide local streets as needed, but design to minimize truck and outside traffic circulating through the residential area.
- Encourage development of the area near the current Edison-Conner power plant with increased public access to the River's edge to encourage residential development to the east and west.
- Insure that coal is handled and stored in a manner which will minimize negative impacts on surrounding areas.
- Encourage development of employment intensive industry generally between St. Jean and Clairpointe and northerly of the Edison-Conner Creek plant.
- Insure that adequate space is reserved for suppliers of the major new industries north of Jefferson.

- All industrial truck traffic is to be contained within a ring road system to consist of St. Jean, E. Jefferson, Conner-Clairpointe, and Freud.
- Remove all housing from the industrial area described above.
- Encourage improvement of air and water quality conditions immediately west of Conner Creek so that River-related uses, including boating and housing, can be developed.
- The Jefferson-Hart fire station, Engine 32, should be rebuilt in the vicinity of its current location with at least secondary thoroughfare access.

B. Jefferson-Chalmers Area.

(Area bounded by Conner-Clairpointe, E. Jefferson, City limits near Alter Road, and the Detroit River harborline.)

This area is a designated Neighborhood Development Project and includes Grayhaven, Gregory and Bayview marinas, and a series of public parks.

- Continue support of the Jefferson-Chalmers area as primarily a low- to medium-density residential community with reservation of the River's edge as public access areas.
- Continue support for residential rehabilitation and infill housing construction.
- Encourage the removal of seriously dilapidated structures and promote the new development of a variety of housing types including single-family detached units, townhouses, and apartments.
- Promote development of housing with a water orientation utilizing Klenk Island, Grayhaven, Windmill Pointe, and parcels near Conner and Fox Creeks.
- Support the development of low-density and/or low medium-density housing in the area bordering E. Jefferson between Conner and Dickerson, extending to Freud. Continue to support the development of a convenience shopping area near Jefferson and to the east of the Golightly educational campus.
- Support the development of low- or medium-density housing along the east side of Conner-Clairpointe from E. Jefferson to Avondale.

- Support the construction of a new recreation center in close proximity to the convenience shopping area near E. Jefferson. Recreation programming for the center should address the needs of the Jefferson-Mack Subcommunity as well as the East Riverside Subcommunity.
- Resolve the water quality problem of Fox Creek in cooperation with Grosse Pointe Park and Wayne County through wastewater facility construction or other appropriate methods.
- The entire seawall at the eastern edge of Fox Creek along Alter, to which the City of Detroit retains an easement, should be replaced to withstand a 100-year flood. Regrade the land level and require all new construction to be above flood level lines.

FOCH SUBSECTOR BOUNDARIES AND FEATURES

The Foch Subsector is bounded by Mack Avenue to the north, Conner to the east, Jefferson to the south, and Fischer to the west. The Subsector is approximately 1,200 acres in size, of which 350 acres are devoted to industrial and commercial uses while the remainder is residential.

SUMMARY OF PLANNING ISSUES, Foch SUBSECTOR

The City has undertaken the Jefferson-Conner Revitalization Project which allows for the redevelopment and consolidation of the Chrysler Jefferson Assembly Plant north of Jefferson between St. Jean and Conner. The project includes a ring road and landscaped buffering to separate the industrial activities from surrounding residential development.

The residential development of the Foch Subsector is generally a mixture of single-family detached and two-family flats. Apartment buildings are scattered throughout the Subsector; however, they are generally concentrated in the blocks between Kercheval and Jefferson. There is also a small concentration of apartment buildings on the blocks between Mack and Charlevoix immediately west of St. Jean. Recent losses of small apartment buildings have been very high throughout the area. Along Jefferson there are several large apartment buildings. Much of the residential development on Kercheval and Jefferson is at high density. The structural condition of housing in the Foch Subsector varies from fair to poor. Throughout the Subsector there are many vacant structures (some are boarded, and some are not), burned-out structures, many vacant lots, and many

structures with substantial structural defects, which leaves many of them beyond rehabilitation.

The area bounded by Fischer, Mack, Cadillac Boulevard, and Jefferson Avenue is in a very distressed state. There is a substantial amount of vacant land, many vacant structures (some are boarded and some are not) and burned-out structures. While many of the apartment buildings and some other residential structures are of brick construction and could be rehabilitated, many of the residential units in this area have substantial structural defects which leave them beyond long-term rehabilitation.

The portion of the Subsector bounded by Montclair, Mack, St. Jean, and Jefferson has similar conditions to the area above. The remainder of the Foch Subsector, that area bounded by Cadillac Boulevard, Mack, Montclair, and Jefferson, is in fair condition. While there are signs of blight evident, such as vacant structures, vacant lots, and buildings with structural defects, this area is not as depressed as those areas described earlier.

FOCH SUBSECTOR GOALS

The Foch Subsector needs to continue the major rebuilding effort which has begun with the Jefferson/Conner Revitalization Project which will redevelop the east one-third of the Subsector. Housing redevelopment should take place in the areas between Fischer and Cadillac and between St. Jean and Montclair which, along with the more sound existing residential in between, will make for a varied and attractive housing area for persons who might work in the Jefferson/Conner industrial area. The increase in residents and workers in the area will help revitalize the commercial areas along Jefferson and Mack.

□ POLICY 302-11: *Foch Subsector Policies*

- Proceed with implementation of plans to develop a major new automotive assembly plant in the area generally bounded by Mack, Conner, Jefferson, and St. Jean.
- Establish St. Jean, Mack, and Conner as ring roads around the project area with heavy landscaping and earth berming to provide adequate buffering between industrial and residential uses.
- Develop new commercial and multi-family uses along Jefferson.

- Upgrade Mack to thoroughfare residential-commercial.
- Encourage commercial stabilization of the commercial area along Jefferson west of Lemay.
- Maintain sound commercial uses and develop density-compatible residential use on Vernor, Charlevoix, and Kercheval.
- Provide additional recreation facilities. In the area generally bounded by Fischer, East Jefferson, Cadillac Boulevard, and Mack.
- Pursue major residential revitalization: remove blighted structures, assemble land for redevelopment, rebuild neighborhoods and, when necessary, relocate families to better housing elsewhere. Begin the redevelopment at Fischer and proceed eastward. Provide similar treatment in the area bounded by Montclair, Mack, St. Jean, and Jefferson, beginning at St. Jean and proceeding westward.

INDIAN VILLAGE SUBSECTOR BOUNDARIES AND FEATURES

The Indian Village Subsector is an area of two census tracts in the shape of an upside-down letter T. The stem of the T is bounded by Jefferson, Fischer, Mack, and Van Dyke Avenues. The crossbar of the T is the riverfront north to Jefferson, and from the MacArthur Bridge on the west to Marquette Avenue on the east. The stem of the T generally includes the Indian Village neighborhood and the easterly portion of the neighborhood known as West Village. (Boundaries of the West Village area are: Kercheval, Parker, E. Jefferson, and Seyburn.) The riverfront portion of the Subsector includes the Brodhead Naval Armory, Solidarity House (international headquarters of the United Auto Workers), Berry Subdivision, a sizable district of apartment houses and apartment hotels, a number of City parks, and the City Water Treatment Plant. The Subsector faces Belle Isle Park, an island in the Detroit River.

SUMMARY OF PLANNING ISSUES, INDIAN VILLAGE SUBSECTOR

Except for the northwest corner of the Subsector and a few homes on Fischer, the cycle of abandonment and demolition prevalent in other parts of the East Sector has bypassed this Subsector. In addition to the generally excellent housing stock, the community has an infrastructure of attractive commercial and institutional uses along Jefferson, parks, and churches. Many of the apartment developments on the River have private boat landings or riverside lawns. The mansions of Indian Village are famous for their gardens. West Village is a virtual museum of

architectural styles. In separate actions, West Village, Berry Subdivision, and Indian Village have been designated as historic districts.

INDIAN VILLAGE SUBSECTOR GOALS

The Indian Village Subsector should remain an attractive residential area for the City of Detroit and the entire metropolitan area. The historic Indian Village, West Village, and Berry Subdivision areas will be conserved, as well as the high-rise apartment buildings along the riverfront. Additional high-rise apartment buildings should be developed on vacant and under-developed parcels which will take advantage of the view and proximity to the River without limiting other's enjoyment of the River. Public access should be provided along the riverfront by such means as parks, boatwells, and bicycle and pedestrian paths.

❑ **POLICY 302-12: *Indian Village Subsector Policies***

A. Indian Village/West Village District

(Area bounded by Mack, Fischer, Van Dyke, Seyburn and E. Jefferson.)

- Support the maintenance of residences in the historic Indian Village and West Village districts.
- Phase out general commercial uses on Charlevoix and Kercheval.
- Upgrade Mack frontage.
- Encourage rehabilitation of buildings on Van Dyke, Maxwell, Fischer, and Parker.

B. East Jefferson Apartment District.

(Area bounded by East Grand Boulevard, East Jefferson, east property line of the Jeffersonian and Riverhouse Apartments, and the Detroit River harborline.)

This area includes Gabriel Richard Park, the East Jefferson apartment district, Memorial and Owen Parks.

- Retain and rehabilitate the existing apartments as needed.
- Encourage development of additional high-rise apartments on vacant parcels or on parking lots, preserving views of the River by careful siting of buildings and setbacks from north-south sight lines.

- Reserve land at the River's edge for public access, wherever possible.
- Retain and improve parks, as needed, and rehabilitate areas nearest the River's edge for public access, wherever possible.
- Retain and improve parks, as needed, and rehabilitate areas nearest the River's edge with improved seawalls, picnicking, and fishing areas, improved access and landscaping.
- Explore methods of expanding the quantity of boatwells in the area including dredging, construction beyond the harborline, and/or relocation of the harborline.
- Provide for improved pedestrian and bicycling experiences by way of more adequate paths, lane markings, landscaping and informative signage at entry points near East Jefferson and provide a park drive treatment along Jefferson.

C. Berry Historic District and Waterworks Park

(Area bounded by E. Jefferson, Marquette, the Detroit River harborline, and the east property line of the Jeffersonian and Riverhouse Apartments.)

This area includes Berry Historic District, Gregory's Marina, and Waterworks Park.

- Provide protection for Berry Subdivision as a single-family area; encourage development of compatible housing on available parcels, and provide improved landscape treatment of the entry area along Jefferson.
- Encourage the development of apartments with integral boatwells along the east side of Parkview.
- Support the development of a boat-service center along Motor Boat Lane with apartments near the River.
- Protect significant River views by requiring setbacks from north-south streets.
- Dedicate for public use the northwest corner and River's edge of Waterworks Park.

- Explore methods of increasing the number of boatwells in the area, including dredging, construction beyond the harborline, or even moving the harborline.
- Provide access to the public activity node at the south side of Waterworks Park via Marquette, a collector thoroughfare, with a park drive treatment.
- Provide local streets as needed.

JEFFERSON-MACK SUBSECTOR BOUNDARIES AND FEATURES

The Jefferson-Mack Subsector is bounded by Mack Avenue on the north, the Detroit/Grosse Pointe Park City limits on the east, Jefferson Avenue on the south, and Conner on the west. The Subsector is approximately 720 acres in size, of which 120 acres are devoted to industrial and commercial uses and the remainder to residential.

SUMMARY OF PLANNING ISSUES, JEFFERSON-MACK SUBSECTOR

The residential sections generally have a very high percentage of vacant land and vacant residential units. On many streets west of Lakewood the rate of vacant land is 50 percent or higher. The remaining residential structures range in condition from fair to very poor. The blocks east of Lakewood have less vacant land and residential units than the residential areas located west of Lakewood. With a declining base of existing housing and an increasing percentage of vacant land, new infill housing construction and redevelopment of the area is a priority.

JEFFERSON-MACK SUBSECTOR GOALS

It will take considerable work to return a large portion of the Jefferson-Mack Subsector to a level that would be considered viable. However, with major rehabilitation and spot clearance efforts in the residential areas, restructuring of the commercial strips to relate more to the immediate area, development of new open space and playfield facilities, and proper buffering of residential uses from the industrial areas to the west, the Subsector can become a pleasant, convenient community to house, among others, persons working in the adjacent industrial corridor.

❑ POLICY 302-13: *Jefferson-Mack Subsector Policies*

West of Lakewood, provide for major redevelopment and infill housing and to the extent possible, rehabilitation of existing housing units.

- Develop a new playfield and adjacent open space at a site to be determined but generally within the area north of E. Jefferson, east of Algonquin, west of Lakewood and south of Kercheval. This new development should serve the recreational needs of both the Jefferson-Mack and East Riverside Subcommunities. In this central location, a new playfield would be accessible by public transit and it could provide a focal point for neighborhood redevelopment activities.
- Encourage rehabilitation and spot clearance of housing east of the alley west of Lakewood.
- Institute commercial stabilization project on Mack.
- Develop Kercheval as thoroughfare residential-commercial. (Rezone to B2, Local Business and Residential.)
- Keep existing sound commercial on Charlevoix and develop residential at compatible densities to surrounding neighborhoods.
- Provide additional recreation facilities and a neighborhood recreation center.
- Buffer Intensive Industrial uses from residential uses with a Restricted Industrial use area.

KETTERING SUBSECTOR BOUNDARIES AND FEATURES

The Kettering Subsector is bounded by the Ford Freeway, McClellan, Mack, and Mt. Elliott. The area is developed primarily with one- and two-family homes, general commercial uses along Gratiot, and industry in the Bellevue industrial corridor at the western edge of the Subsector.

SUMMARY OF PLANNING ISSUES, KETTERING SUBSECTOR

Housing in the Kettering Subsector has been identified as one of the major concerns of the residents. A substantial majority of this housing was built in the 1900-1920 time period; as a result, Kettering home owners must deal with the various maintenance needs of housing 60 or more years old.

Boarded housing units, vacant residential lots, many in need of a clean-up, are very common in most neighborhoods in the Kettering Subsector, except for the

Van Dyke-Fischer band. In areas where housing abandonment and then demolition are most severe, it is not unusual to find blocks where more than half of the homes have been removed.

In those blocks where a major portion of the housing has been lost, the residual vacant lots are distributed in a random pattern among the remaining housing. Groups of vacant lots do occur frequently, but some acquisition and demolition generally would be required to prepare a site large enough to be attractive to a developer for new development.

KETTERING SUBSECTOR GOALS

Positive aspects of the Kettering Subsector: the industrial corridor between Mt. Elliott and the Conrail beltline, and the attractive residential area between Van Dyke and Fischer may to some extent be utilized to overcome the problems of aged housing and numerous vacant lots. The Subsector is envisioned as having a strengthened and expanded industrial corridor in its western portion along with residential areas taking advantage of vacant lots to make for a less dense community and less intense commercial strips more appropriate to serve the surrounding areas.

□ POLICY 302-14: *Kettering Subsector Policies*

- Assist in adaptive revitalization of the Packard headquarters and the Essex Wire Company plant buildings.
- Redirect land uses from residential to industrial in the area between East Grand Boulevard and the Ford Freeway, and also between the Conrail beltline corridor and Mt. Elliott.
- Encourage local commercial-residential uses and regroup existing businesses into clusters along the Mack commercial strip. Begin this redevelopment on the north side of Mack along the first few blocks west of McClellan, or just east of Van Dyke.
- Encourage a commercial structure rehabilitation program, and encourage thoroughfare residential commercial on East Forest between McClellan and Van Dyke.
- Phase out obsolete commercial uses on Gratiot to allow for major redevelopment.

- Encourage industrial expansion east of Mt. Elliott between East Grand Boulevard and Ford Freeway to at least Frontenac.
- Encourage industrial expansion between Mt. Elliott and the Conrail beltline.
- Construct a neighborhood recreation center.
- Provide recreation programming in non-City owned buildings.
- Encourage adjoining homeowners to purchase vacant lots in order to increase yard space.

ST. JEAN SUBSECTOR BOUNDARIES AND FEATURES

The St. Jean Subsector is bounded by the Edsel Ford Freeway (I-94) to the north, Conner on the east, Mack on the south, and McClellan to the west.

SUMMARY OF PLANNING ISSUES, ST. JEAN SUBSECTOR

The vast majority of housing in the St. Jean Subsector is either single-family detached or two-family flats. While apartment buildings are scattered throughout the Subsector, there is no concentration of multiple-dwelling units.

Housing in the St. Jean Subsector is in fair to poor condition. There are many vacant structures (some are boarded, and some are open and dangerous), burned-out structures, many vacant lots, and many structures with substantial structural defects, which leaves many of them beyond feasible rehabilitation.

Residents of the St. Jean Subsector have identified maintenance and rehabilitation of housing in the area as one of their top priorities.

ST. JEAN SUBSECTOR GOALS

In the future, the St. Jean Subsector should contain a strengthened industrial district in its southeast area which will take advantage of the nearby Airport-related developments, and the Chrysler Plant industrial corridor.

The Warren-Conner shopping district and the institutions on Conner will also act as employment bases for the Sector's residents as well as serving the needs of the larger East Sector community.

There should be a blend of existing and redeveloped housing in the Subsector which will be adequately buffered from the industrial district and serve as a viable community to house, among others, workers in the Subsector's employment centers.

□ **POLICY 302-15: *St. Jean Subsector Policies.***

- Develop residential uses, compatible with the neighborhood, on the vacant parts of Shoemaker and East Forest.
- Consider replatting in the Shoemaker area to reduce irregularity of lots.
- In the area east of St. Jean south of Warren, remove abandoned structures as soon as possible and maintain vacant land in interim uses. Encourage residents in this area to relocate to better housing elsewhere in the Sector. This area should be promoted for industrial development, providing a buffering strip of light industrial uses east of St. Jean developed to protect the residential areas to the west.
- Encourage thoroughfare residential-commercial on East Warren and Mack.
- Upgrade the landscaping and encourage self-help clean-up of the Warren/Conner shopping center.